

**APPENDIX F**  
**CULTURAL HISTORIC RECONNAISSANCE**  
**SURVEY REPORT**

# **CULTURAL HISTORIC RECONNAISSANCE SURVEY FOR THE PROPOSED GM TO MEMPHIS JUNCTION TRANSMISSION LINE PROJECT IN WARREN COUNTY, KENTUCKY**

By

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# INTRODUCTION

During January and February 2006, Cultural Resource Analysts, Inc. (CRAI), completed a cultural historic reconnaissance survey of the project area and reevaluation of previously identified sites for the proposed East Kentucky Power Cooperative (EKPC) GM to Memphis Junction transmission line project southwest of Bowling Green, Warren County, Kentucky (Figure 1).

The proposed GM to Memphis Junction electric transmission Line would be designed for 161 kilovolt (kV) operation and would be 15.21 miles in length. The new transmission line would be supported by 195 single, and H-frame double and triple Corten tubular steel pole structures that would range in height from 95 to 100 feet above ground. The average span between support structures would be 600 feet. The majority of the proposed new transmission line would be constructed to double circuit specifications but would be operated as a single circuit line until the electric load in the area warrants operation of the second circuit. However, roughly one quarter of the proposed line would be

constructed as single circuit. Construction of the new line would involve rebuilding of a 5.17 mile section of existing double circuit 69 kV transmission line and a 3.39 mile section of existing single circuit 69 kV transmission line, both supported by single wood pole structures on existing 100 foot wide right-of-ways. The existing lines within these two sections would be dismantled and replaced by the proposed new transmission line. The proposed new line would be located on the existing 100 foot wide right-of-ways within these two sections and would not require any additional new right-of-way width. The balance of this portion of the line would be new construction. A 2.41 mile section would require a new 100 foot wide right-of-way and would parallel an existing electric transmission line. In addition, a 4.24 mile section requiring a new 100 foot wide right-of-way is also proposed, 50 feet of which would be shared with another proposed new electric transmission line. The right-of-way for the proposed transmission line would encompass approximately 184.4 acres of land, of which 118.4 acres would utilize existing right-of-ways.

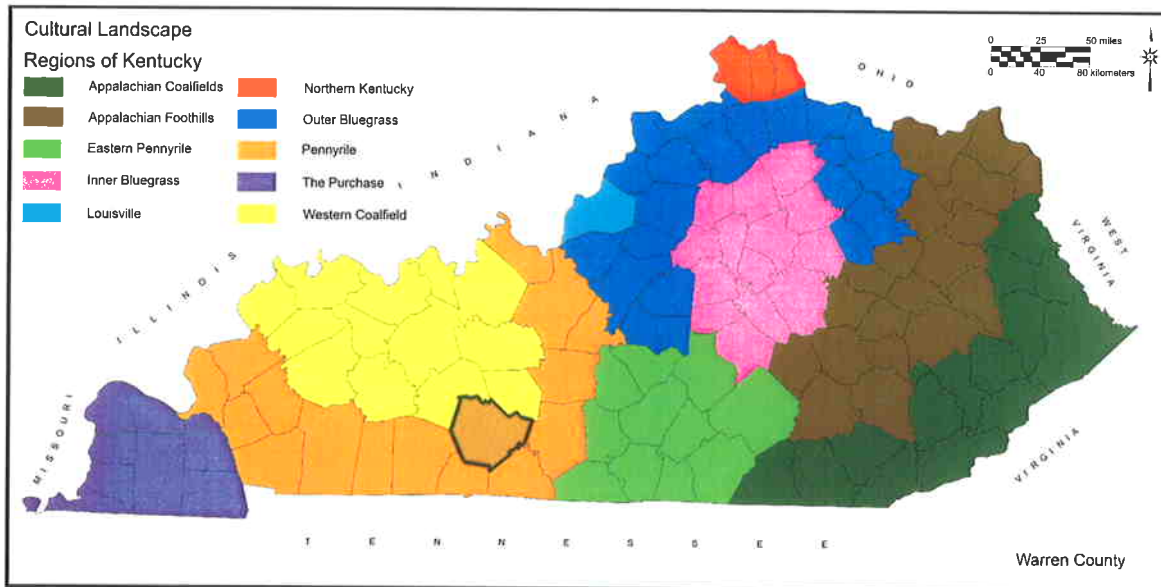


Figure 1. Map of Kentucky showing the location of Warren County.

After consultation with the KHC, the area of potential effect (APE) on cultural resources for this project was identified as a one mile corridor centered on the proposed centerline of the 4.2 miles of new transmission line to be constructed between the West Bowling Green Junction and the Memphis Junction Substation to the southwest of Bowling Green (See Figure 2). The balance of the proposed project requires rebuilding or paralleling of existing transmission lines, therefore the KHC determined this portion of the project would not have an effect on cultural resources. It was determined that a cultural historic reconnaissance survey of the project area and a reevaluation of previously identified sites in the APE would be sufficient for the proposed project.

During consultation with EKPC, the KHC determined five previously surveyed sites (Sites 1-5) were located near the proposed transmission line project. These five previously surveyed sites are the focus of this report. They are: WA-318, WA-325, WA-135, WA-132, and WA-131 (Sites 1-5). One of these sites, WA-132, had been determined eligible for the NRHP previously, however, the date of determination and the NRHP boundaries of the site were not available. A reconnaissance level survey was conducted of the proposed project's APE in order to resurvey and re-evaluate those sites previously identified. None of the other previously surveyed sites appear eligible for listing in the NRHP.

The purpose of the survey was to:

- 1) Field check and resurvey all previously identified cultural historic sites (above ground resources 50 years of age or older) located within the APE;
- 2) evaluate their eligibility for listing in the NRHP and recommend boundaries, if eligible;
- 3) evaluate the APE for the presence of other properties over 50 years of age.

The survey was conducted to comply with federal regulations concerning the impact of federal actions on sites and structures listed in or eligible for nomination to the NRHP. These

regulations include Section 106 of the National Historic Preservation Act of 1966 and the regulations published in the Code of Federal Regulations at 36 CFR Part 800. Federal actions include the use of federal funds or the granting of a federal permit.

The following letter report is a summary of the survey findings. Trent Spurlock of CRAI completed the work described herein during the weeks of January 23, 30, and February 6 and 13, 2006. Fieldwork required approximately 33.5 person hours to complete and was conducted by Trent Spurlock and Jackie Horlbeck. Conditions were cold and sunny to partly cloudy, and no restrictions or limitations were placed on the survey effort. The analysis was conducted at the request of Mr. Joe Settles of EKPC.

## **DESCRIPTION OF AREA OF POTENTIAL EFFECT**

The 4.2 miles of new construction for the proposed transmission line from the GM to the Memphis Junction Substation begins west of the community of Blue Level. The following figures and descriptions describe the natural and historic environment associated with the project area. An existing transmission line extends in a northeast/southwest direction in the northern portion of the APE, just southeast of the community of Blue Level. Figure 3 is a view of this transmission line looking northeast from Blue Level Road and shows the area of the West Bowling Green Junction. The proposed transmission line will intersect the existing line in Figure 3 and continue to the southeast over the hillside. Another existing transmission line extends to the north from its intersection with the previous transmission line near Blue Level Road (Figure 4). Blue Level Road continues to the southeast along a hillside with an open valley to the southwest of the roadway (Figure 5).



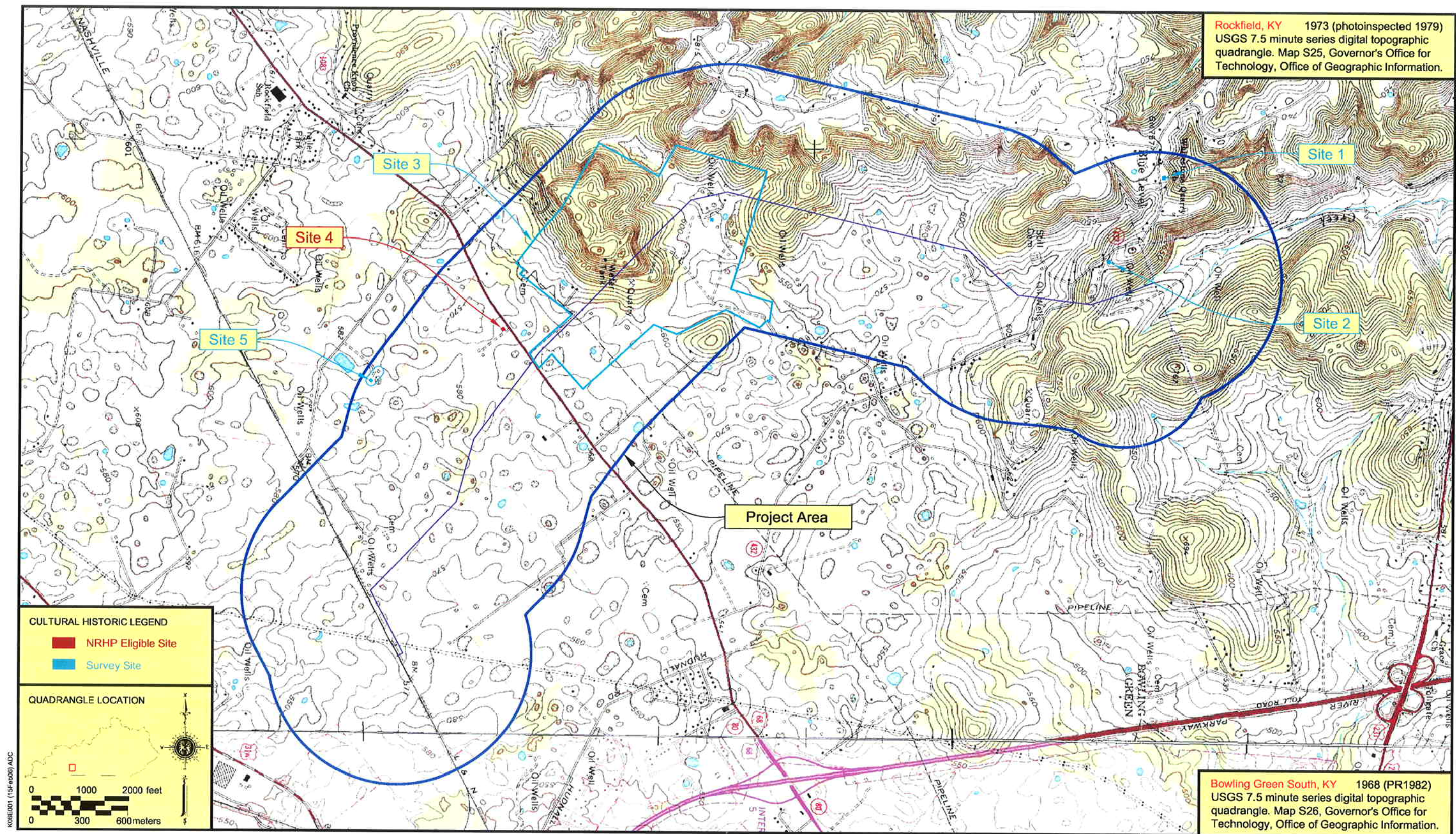


Figure 2. Topographic map showing project area and cultural historic sites.







Figure 3. Overview of existing transmission line looking northeast.



Figure 4. Overview of second existing transmission line looking north.



**Figure 5. Overview from Blue Level Road looking southwest.**

The proposed line extends in a southwest direction, crossing Blue Level Road. Figure 6 is a view from Blue Level Road at the approximate location where the proposed transmission line extends into the valley. The line then extends to the southwest between Blue Level-Providence Road and Blue Level Road. Figure 7 is a view to the north from the rear of a residence located west of Blue Level Road. Figure 8 is a view to the south/southwest from approximately the same position. The proposed transmission line continues in a southwest direction from the rear of the residence associated with Figures 7 and 8. Figure 9 is a view to the northwest to the secondary residence located on Site 3 following the proposed transmission line route through a pasture. Figure 10 is a view to the south from the driveway of the main residence of Site 3.

The proposed transmission line continues over the hill heading southeast passing between a historic quarry and a modern water tank. Figure 11 is a view to the northwest and Figure 12 is a view to the southeast from the approximate location the line crosses US 68. The proposed line continues to the southeast.

Figure 13 illustrates the area southeast of Site 4. Figure 14 is a view to the southwest from John D. Jones Road approximately halfway between US 68 and the railroad tracks. Figure 14 illustrates the open pastures found along the route of the proposed transmission line in the area between US 68 and the railroad tracks. Upon reaching the railroad tracks the proposed line extends a short distance to the northeast before terminating at the Memphis Junction Substation. Figure 15 is a view to the southwest of the Memphis Junction Substation. The majority of the APE southeast of the railroad tracks has recently been developed as an industrial park. Figures 16, 17, and 18 are views in the industrial park. The APE was defined as a one mile corridor centered on the proposed route of the transmission line project. The survey corridor was approximately 4.2 miles in length. This corridor, as well as sites surveyed, is depicted on Figure 2, topographic quadrangle map.





Figure 6. Overview from Blue Level Road looking southwest along project corridor.



Figure 7. Overview looking northeast from rear of residence on Blue Level Road.



Figure 8. Overview looking southwest from rear of residence on Blue Level Road.



Figure 9. Overview looking northwest from Site 3.





Figure 10. Overview looking southwest from driveway of Site 3.



Figure 11. Overview looking northwest from US 68.



Figure 12. Overview looking southeast from US 68.



Figure 13. Overview looking southeast from Site 4.





Figure 14. Overview looking southwest from John D. Jones Road.



Figure 15. Overview looking southwest at Memphis Junction Substation.



Figure 16. Overview looking southwest near Memphis Junction Substation.



Figure 17. Overview looking southeast near Memphis Junction Substation.





Figure 18. Overview looking northeast along Century Street.

## RESEARCH AND SURVEY METHODOLOGY

The survey was conducted in accordance with the "Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation" (National Park Service 1983). In addition, guidelines offered in the following documents were followed: Guidelines for Local Surveys: A Basis for Preservation Planning; National Register Bulletin #24 (National Park Service 1985) and the Kentucky Historic Resources Survey Manual (Kentucky Heritage Council).

Before entering the field, all available surveys, reports, studies, maps, and other data pertinent to the project area were identified and reviewed. This task began with an investigation of the records of the KHC. The KHC files revealed that five properties located in the APE (Sites 1-5) had been previously documented. Site 4 was the only site previously determined eligible for listing in

the NRHP. It could not be determined when this site was determined eligible for the NRHP or the agreed upon boundaries.

A total of 329 sites in Warren County, approximately 1,000 in Bowling Green, and 74 in Oakland have been previously surveyed according to the records of the KHC. These sites include commercial structures in the Bowling Green downtown area, houses in nineteenth century residential areas, a number of bungalows located in areas of early twentieth century development, and historic commercial roadside resources along US 31W (Kentucky Heritage Council, Survey and National Register Files).

In 1978 the Warren County Multiple Resources National Register Nomination was completed by Kenneth T. Gibbs, Jayne C. Henderson, and Lee D. Walker for the Kentucky Heritage Commission. During the survey conducted for the nomination, 192 sites were surveyed outside the Bowling Green city limits. There were 627 historic resources that were mapped by a topology system during the

survey. The nomination included four districts in Bowling Green and a historic district in Smiths Grove. Thirty-seven sites located outside Bowling Green were individually nominated. The nomination includes a historical context of Warren County (Gibbs et al 1978).

*Architecture of Warren County, Kentucky 1790-1940* is a compilation of surveys conducted in Warren County. The book was compiled by the Landmark Association of Bowling Green and Warren County, Inc. and published in 1984. A historic and architectural overview is included in the publication. This source was used for the development of the Environmental Overview section of this letter report. A more recent historic resource survey report entitled "Update and Expansion of Warren County Historic Resources Survey" was also obtained. This revised report was completed in September 1997 by Janet Johnston and Becky Proctor, and it includes an updated list of sites surveyed and evaluated in Warren County, as well as a detailed appendix with additional information on these sites. No historic context was developed for this document (Landmark Association of Bowling Green and Warren County, Inc. [LABGWC] 1984; Johnston & Proctor 1997).

Helen C. Powell of H. Powell and Co., Inc., completed the Cultural Resources Survey for the Natcher Parkway Extension in Warren County, Kentucky in 1998. The report was written for American Engineers. The survey was completed to identify all historic properties in the APE of the proposed project and assess their eligibility for listing in the NRHP and determine the effect of the proposed project on those sites eligible for listing. The project corridor does not overlap with the APE for the current proposed project. The context Powell developed for the previous report was utilized in the Environmental Setting of this letter report (Powell 1998).

*A Cultural Historic Survey for the Proposed US 31W Hazard Elimination Project, University Boulevard to Emmett Avenue, Bowling Green, Warren County, Kentucky* was prepared by Rebecca Lawin

McCarley of Cultural Resource Analysts, Inc., in February 2003. The purpose of the survey was to identify all historic properties in the APE of the proposed US 31W project and to assess their eligibility for listing in the NRHP. The project corridor of this previous report does not overlap the APE of the current proposed project. The context developed for the previous report was used in the Environmental Setting of this letter report (McCarley 2003).

The Cultural Historic Survey for the Proposed Widening of US 31W (Nashville Road) From Natcher Parkway South to Dillard Road in Bowling Green, Warren County, Kentucky (3-317.00) was identified during the records review. This report was completed by Rebecca Rapier and Bethany W. Rogers of Cultural Resource Analysts, Inc. in 2003. The report was written for the Division of Environmental Analysis of the Kentucky Transportation Cabinet. The purpose of the report was to identify all historic properties in the APE of the proposed project, to assess their eligibility for listing in the NRHP, and determine any effects the proposed project may have on any historic resource listed in or eligible for listing in the NRHP. Eleven previously unidentified sites were surveyed for the previous project. One site, a dairy barn, appeared eligible for listing in the NRHP. The APE of this prior project slightly overlaps the extreme southern portion of the current proposed project. No historic sites were surveyed in the overlapping portion of the APE of either report (Rapier and Rogers 2003).

A technical report on the history and historic resources of Bowling Green from the *Warren County Comprehensive Plan* was identified during the records review. The History of Bowling Green and Warren County was completed by Nancy Baird and Carol Crowe-Carraco in 1989. This report was utilized in the Environmental Setting for this letter report (Baird & Crowe-Carraco 1989).

Emily Perkins Sharp prepared the report Keystone Farm and Keystone Quarry: Early Warren County Landmarks in 2006. The



report includes overviews of the property (Site 3), images of the interior of the main residence, pages of the Perkins family Bible, a brief history of the Perkins family, and maps of the approximate current boundary of the property and the route of the proposed transmission line. This report was used in the history of the site (Sharp 2006).

The archival research continued at the University of Kentucky, the Lexington Public Library, and the Kentucky Library at Western Kentucky University. Sources found in this research include an 1877 map of Warren County, a 1920 oil map showing property owners in a portion of the project area, 1928 oil and gas map of Warren County, and a 1952 topographic map of the project area. Additional documents identified during the archival research are listed in the bibliography.

Following the preliminary archival research, CRAI staff conducted a reconnaissance survey of the APE, during which all previously identified properties 50 years of age or older were resurveyed and reevaluated for eligibility for listing in the NRHP. The APE was defined as a one-mile corridor centered on the proposed transmission line. The APE was defined on the topographic map. The surveyors then visited the project area and resurveyed all resources within the project boundary that had previously been identified. The area surveyed is depicted on Figure 2.

During the field survey, 5 previously identified individual historic properties were documented (Sites 1-5). These properties were evaluated to determine their eligibility for listing in the NRHP. The descriptions and evaluations are found in the Inventory of Previously Surveyed Sites section of this letter report.

In general, in order for a property to be eligible for listing in the NRHP, it must be at least 50 years old and possess both historic significance and integrity. Significance may be found in four aspects of American history recognized by the National Register Criteria:

A. association with historic events or activities;

B. association with important persons;

C. distinctive design or physical characteristics; or

D. potential to provide important information about prehistory or history.

A property must meet at least one of the criteria for listing. Integrity must also be evident through historic qualities including location, design, setting, materials, workmanship, feeling, and association.

## ENVIRONMENTAL SETTING

Historically, the project area has been dominated by the rugged topography of the hills in the northern portion of the APE, north of current US 68, and the gently rolling topography of the southern portion of the APE. The rolling topography of the southern portion of the APE and valleys between the hills was identified for its agricultural potential by early settlers to the area. Some rolling terrain suitable for livestock is found along the top of the ridgeline in the northwest portion of the APE, to the northwest of Providence-Blue Level Road.

Log houses were constructed by early settlers of Warren County in the late eighteenth and early nineteenth century. The majority of remaining log residences surveyed in the 1980s were located in the northwest and southeastern portions of the county (LABGWC 1984:19). Log agricultural and domestic outbuildings continued to be constructed through the first half of the nineteenth century. The Greek Revival style, which gained popularity in the region in the 1840s, includes characteristics such as: elaborate door surrounds with sidelights and transoms, porticos with pediments supported by classical columns, façade and corner pilasters, and frieze-bands along the cornice. The majority of rural houses exhibiting this style are I-houses, two-story residences with a central hall flanked on either side by a single room. Although most Greek Revival style residences in Warren County are I-houses, a

few side-passage forms were surveyed in the 1980s (LABGWC 1984:20-21).

Warren County's economy was tied to local surpluses of agricultural products and livestock throughout the nineteenth century, and relied heavily on railroad networks to access distant markets. The Louisville and Nashville Railroad line from Bowling Green to Nashville was completed in 1859, and a line between Bowling Green and Louisville, as well as the Memphis Branch was completed by 1861. The Memphis Branch railroad line joined the Memphis and Ohio Railroad and the Memphis, Clarksville, and Louisville Railroad lines to connect Bowling Green to Memphis, Tennessee (LABGWC 1984:12; Tennessee Historical Society 2002). With its strategic location along the Louisville and Nashville Railroad lines and its proximity to the Tennessee border, Bowling Green suffered economically during the Civil War. The local economy rebounded in the post-Civil War era, with river transportation and the railroad playing a major role in the growth of Bowling Green (LABGWC 1984:13-15). Quarrying of local stone was a local industry in the Bowling Green area since the 1830s. The introduction of the railroad as a transportation outlet contributed to the rise of the stone quarrying industry in Warren County and in the proposed project's APE. Dependant on the health of the national economy, local stone quarries continued providing building materials throughout the southeast until the Great Depression.

The 1877 atlas of Warren County shows Memphis Junction and the associated railroad lines (Figure 19). White Stone Quarry is depicted in the north portion of the map along with its railroad spur. Residences are indicated along the railroad spur, possibly housing for quarry laborers. A portion of what appears to be present-day Blue Level Road is shown on the map. This road appears to end at the White Stone Quarry. A Baptist church is indicated on the map between the road and the White Stone Quarry railroad spur. The H. Potter Quarry appears to be located near the present-day community of Blue Level. Residences are shown along present-day US 68 and west of

Blue Level Road. H. Potter is a large landowner on the southeast side of the Russellville Pike (US 68) as the owner of Walnut Valley Farm and a distillery (Beers and Lanagan 1877).

Agriculture and livestock continued to play an important role in Warren County's economy through the last of the nineteenth and first half of the twentieth centuries. General farming practices were utilized in Warren County during this period, with most farmers growing diversified crops. The amount of livestock produced increased dramatically in the 1890s. One source states that tenant farming was not widely practiced in Warren County. By the 1930s Warren County was one of the leading producers of livestock and dairy products in the state (LABGWC 1984:14-16).

Late nineteenth and early twentieth century vernacular housing found in the proposed project's APE includes examples of one-story, four-bay, side-gable residences. These examples have two single-leaf entries along the façade, although one example has enclosed one entry (Figures 20 and 21). Stone is a readily available building material in the project area and local vicinity. Stone was used in nineteenth century residences for foundations and chimneys. Residences constructed of rubble stone or clad in a rubble stone veneer can be found in Bowling Green and the surrounding area. Vernacular front- or side-gable residences or one- or one-and-one-half-stories that appear to be constructed in the twentieth century are located in the APE with stone exteriors (Figures 22 and 23). Many of the residences have grapevine mortar joints along the stone exteriors. The same type of stone was utilized in foundations during the first three-quarters of the twentieth century in Warren County, as stone foundations can be found on examples of Ranch houses of the post World War II era.



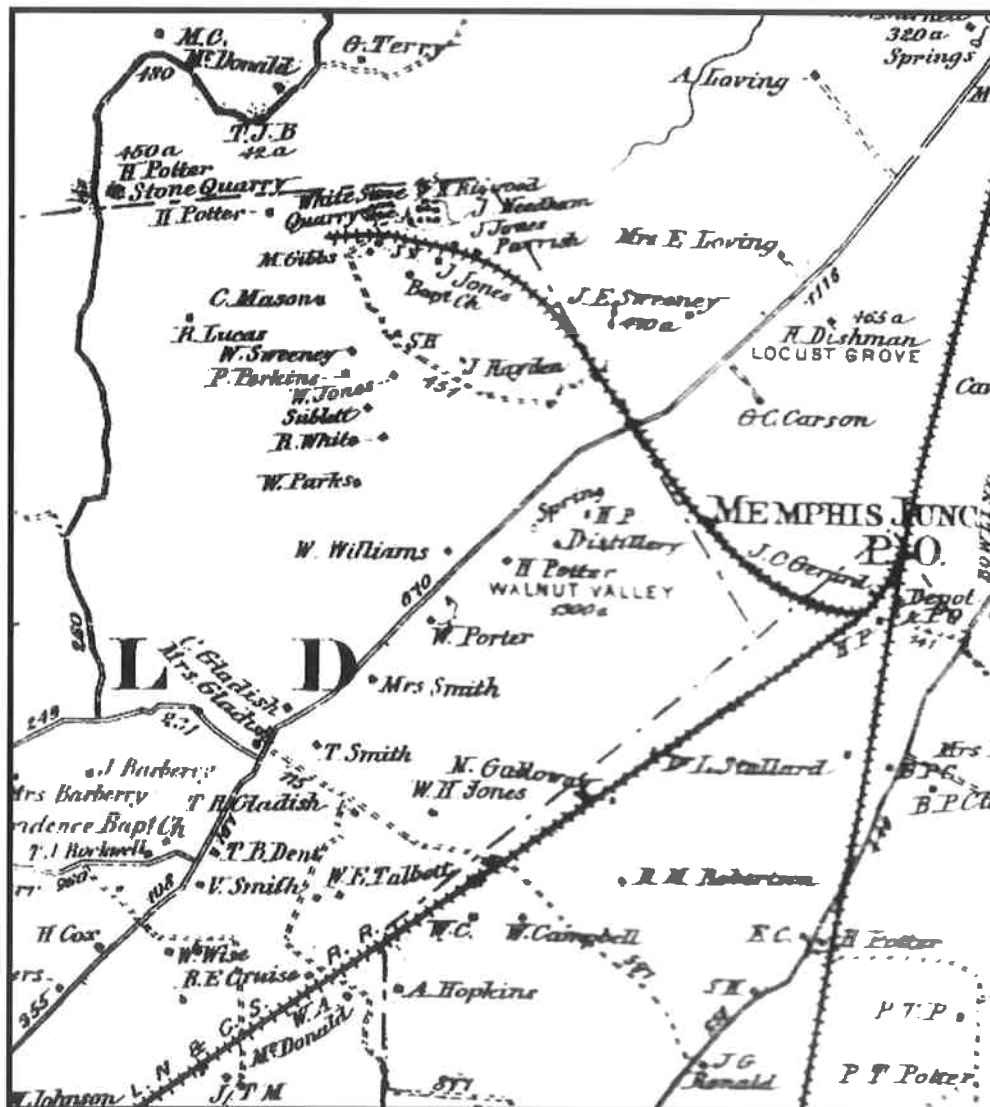


Figure 19. 1877 Map of Warren County, Kentucky (Beers and Lanagan).



Figure 20. Example of one-story, four-bay, side-gable house in APE.



Figure 21. Example of one-story, four-bay, side-gable house with enclosed bay in APE.





Figure 22. Example of front-gable house with stone exterior.



Figure 23. Example of one-story, four-bay, side-gable house with stone exterior in APE.

Oil was added to the economic mix of Warren County in the early twentieth century. With the increasing number of automobiles and consequent demand for oil, speculators and oil companies began drilling for oil in Warren County. Oil production in Warren County began in full force in the late 1910s, peaking at 1,113,165 barrels in 1922. Though lower, production remained high at 320,587 barrels in 1927 and 253,450 in 1928. Throughout the 1930s, over 100,000 barrels per year were consistently produced (Baird and Crowe-Carraco 1989:5-6; McCarley 2003:14; Warren County Historical Society and Southern Kentucky Genealogical Society [WCGS and SKGS] 1991:9). The 1928 (reprinted 1949) Oil and Gas Map of Warren County illustrates the numerous oil wells that

were drilled in the area by the late 1920s (Figure 24). The dark circles are oil wells and the dark circles with a line across them are sites that show oil in the well. Producing oil wells continue to be seen in the current landscape of the project area. The 1928 map also depicts Memphis Junction and the associated railroad lines, present-day US 68, and Blue Level Road leading to the community of Blue Level. Two schools and three churches are shown on the map in or near the community of Blue Level. White Stone Quarry is illustrated on the map with its associated railroad spur. The map also shows two quarries to the south of the main residence of Site 3 (Kentucky Geological Survey 1928 [reprinted 1949]).

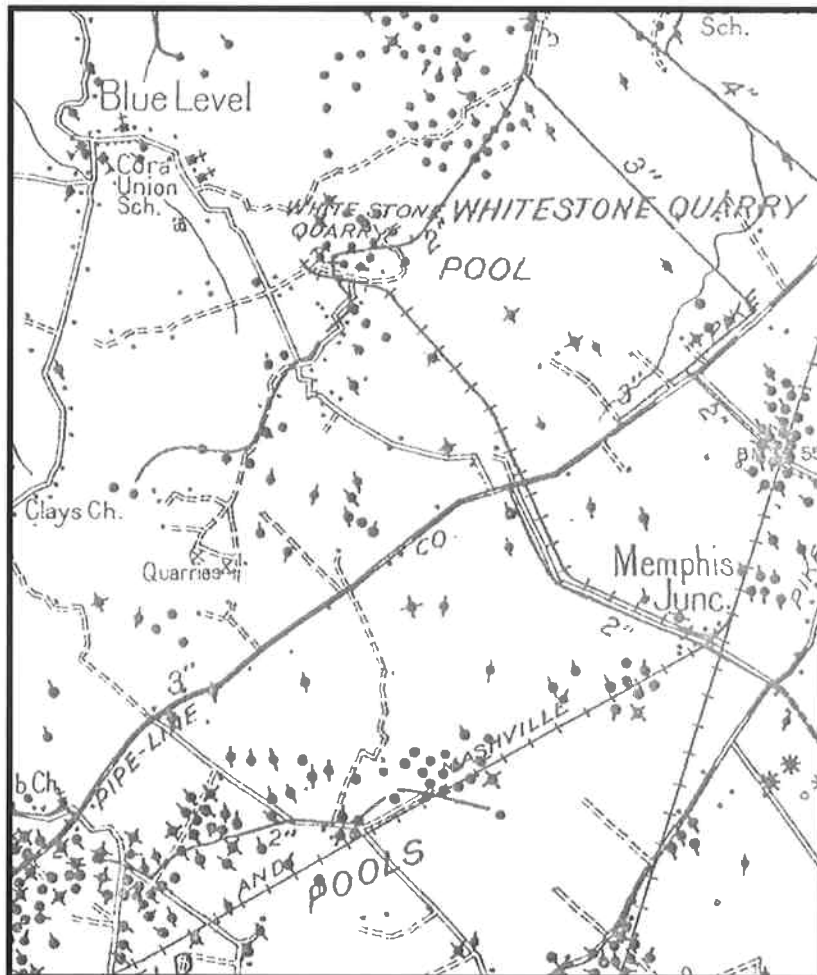


Figure 24. 1924 Oil and Gas Map of Warren County (reprinted 1949) (Kentucky Geological Survey).



During the early twentieth century, the “Good Roads” movement was growing nationally with the rise of the automobile. Warren County and other state interest groups called for the completion of the Dixie Highway from Sault St Marie, Michigan through western Kentucky and on to Fort Meyers, Florida. In 1920, Nashville Road was designated as the Dixie Highway. In 1927, as a result of the Federal Aid Road Act, Kentucky declared seven percent of their roads as United States numbered highways, and Dixie Highway became US 31W. The route through Kentucky began in Louisville and headed south through Elizabethtown, Bowling Green, and Franklin to the state line. In Warren County, US 31W took a southwest course from Edmonson to Simpson counties. As US 31W became a route for local commuters and long-distance travelers in the mid-twentieth century, residential development expanded and commercial establishments flourished along the highway, including hotels and tourist courts, restaurants, and gas stations (Johnston 1997: E:1-6).

The 1952 topographic map of the project area shows a portion of the Memphis Branch of the Louisville and Nashville Railroad and US 68 in the southern portion of the map (Figure 25). The railroad spur to White Stone Quarry is no longer reflected on the map. A quarry site located southeast of the main residence of Site 3 is indicated on the map. This is probably the Keystone Quarry. Residences and barns are found near the US 68 corridor and along secondary roads, with a few residences located off the main roads. Barns and locations of the residences indicate the rural nature of the area (United States Geological Survey 1952).

During and after World War II, industries began to establish roots in Bowling Green because of its location along the railroad and the availability of the local workforce. New industry and growth in its educational facilities, such as Western Kentucky University, brought about an increase in house construction and retail establishments. Ranch houses became the predominant house type constructed in the second half of the twentieth century. Figure 26 is an example of a Ranch house in the proposed project’s APE. The construction of Interstate 65 in the 1960s and 70 mile Natcher Parkway

(formerly the Green River Parkway) connecting Bowling Green and Owensboro in 1970 continued the county’s industrial, retail, and residential prosperity (Kleber 1992:933; LABGWC 1984:16; Powell 1998:2-1). Warren County and Bowling Green continued to prosper in recent years as a regional health, retail, and industrial center as evidenced by the widening of Interstate 65, US 68, and the construction of an industrial park in the southern portion of the proposed project’s APE.

## Local Quarrying Industry

Stone quarrying became an important early industry in Warren County and the project area. Locally the White Stone Quarry opened as an early incarnation in 1833. A portion of the White Stone Quarry is located in the northeast portion of the proposed project’s APE. The stone of the local quarries had a high content of oil which evaporated once the stone was cut and removed from the quarry. Once the oil evaporated, the stone bleached to a brilliant white. The locally quarried stone was easily cut and shaped and known for its strength as a building material. The original owner sold his interest in the quarry in 1856 to two local businessmen, Hugh E. Smith and William Carnes. In 1860 Smith purchased Carnes’ interest in the quarry (Smith 1994:44-48; White Stone Quarry Company 1872:5).

A 30-year lease was signed by the Smith family with Owen Macdonald and Company to expand the land holdings of the quarry. A contingency of the lease was that the quarry company construct a railroad connection to the local railroad. The company constructed a railroad spur connecting the quarry property to the Memphis line of the Louisville and Nashville Railroad in early 1872. The railroad spur, approximately four miles in length, appears on the 1877 map of Warren County, Kentucky (Figure 19) (Beers and Lanagan 1877; Smith 1994:49-50; White Stone Quarry Company 1872:7-8). The location of the former railroad spur appears to be Old Tram Road which intersects US 68 and continues to the northwest. Owen Macdonald and Company transferred the lease to an English conglomerate. This conglomerate then transferred the lease to a subsidiary, White Stone Quarry Company (Smith 1994:49-50).

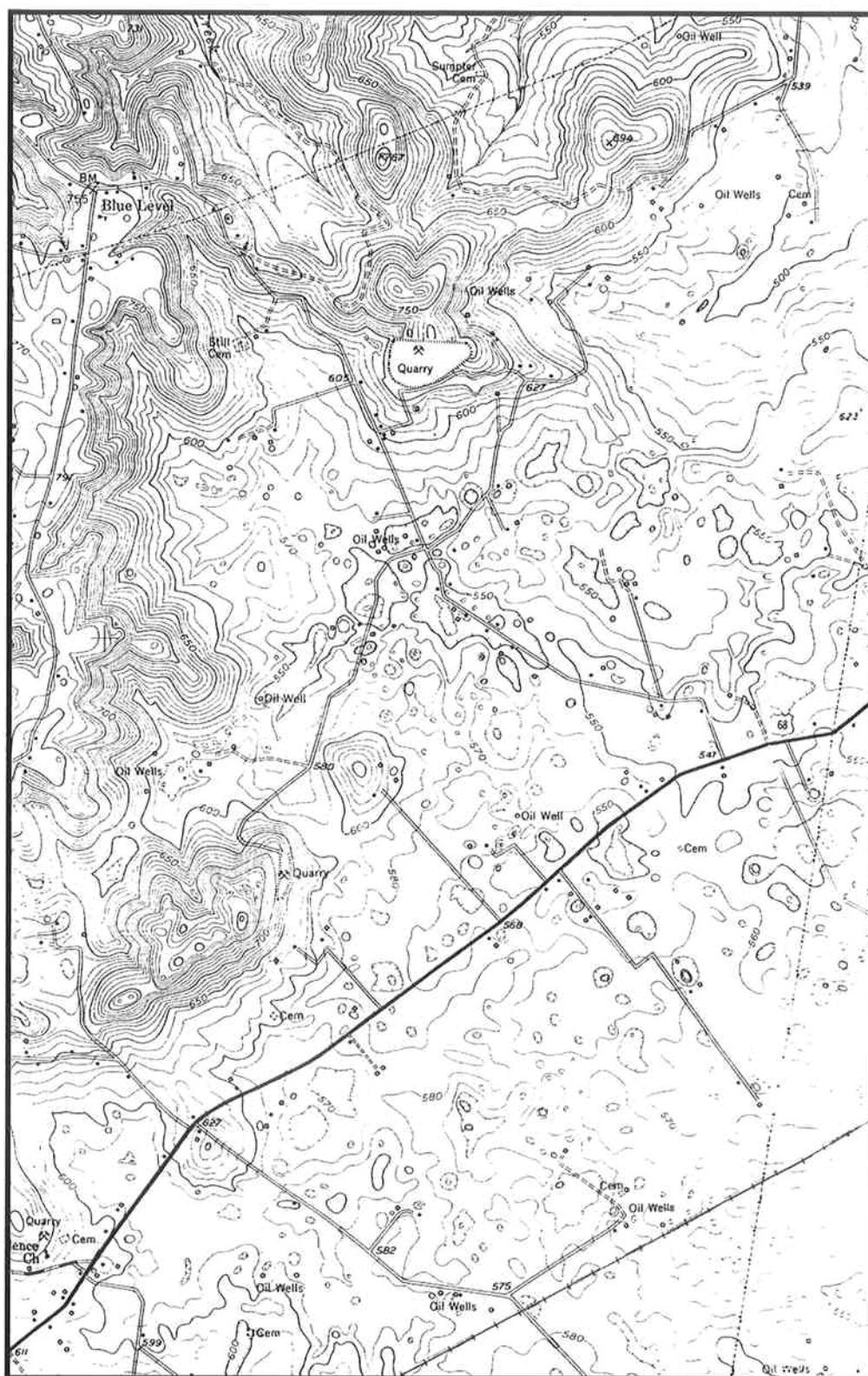


Figure 25. 1952 Rockfield, Kentucky, 7.5-minute series topographic map (USGS).





Figure 26. Example of Ranch house in APE.

Access to the railroad allowed the company to broaden its markets to Louisville, Memphis, Nashville, St. Louis, and Chicago. Ten cranes were utilized in the production of stone at the quarry by 1878. A steam powered stone saw mill was built at the quarry in 1880. According to Smith, the company provided housing for some of its workers near the quarry. The 1880 census indicates that approximately 69 percent of the laborers at the quarry consisted of African Americans. The White Stone Quarry Company purchased 117 acres adjacent to the quarry in 1884. The owner of the quarry, Belknap and Dumesnil Stone Company, began to have financial difficulties by the early 1890s. The quarry was sold to Bowling Green Stone Company after foreclosure by its creditors in 1892 (Smith 1994:50-53; White Stone Quarry Company 1872:8).

The 1891 Map of Warren County illustrates the number of quarries located in the southwest portion of the county near Russellville Pike (present-day US 68) (Figure 27). White Stone Quarry and its associated railroad spur are depicted on the map. Another

quarry is illustrated northeast of White Stone Quarry. A quarry close to Russellville Pike that appears to be near Providence Church is also shown on the map. This quarry is also indicated on the 1952 topographic map (Figure 25). Stewart's Quarry is indicated along a railroad spur near the Logan County border. A few residences are also shown on the map southwest of White Stone Quarry and to the east of Blue Level-Providence Road (McAdoo and Hoeing 1891).

A gold medal was given to Bowling Green Stone at the 1893 World's Columbian Exposition held in Chicago. Even with this award and improvements made to the railroad spur by the Louisville and Nashville Railroad, the company continued to have financial difficulties. The quarry was again taken over by a creditor in 1900. The quarry was idled during most of 1900 as the creditor tried to locate a buyer for the property. The property was purchased, but the new owner lasted only a short time before attempting to resale the quarry. The Bowling Green White Stone Corporation of Delaware purchased the approximate 300 acres owned by the quarry.

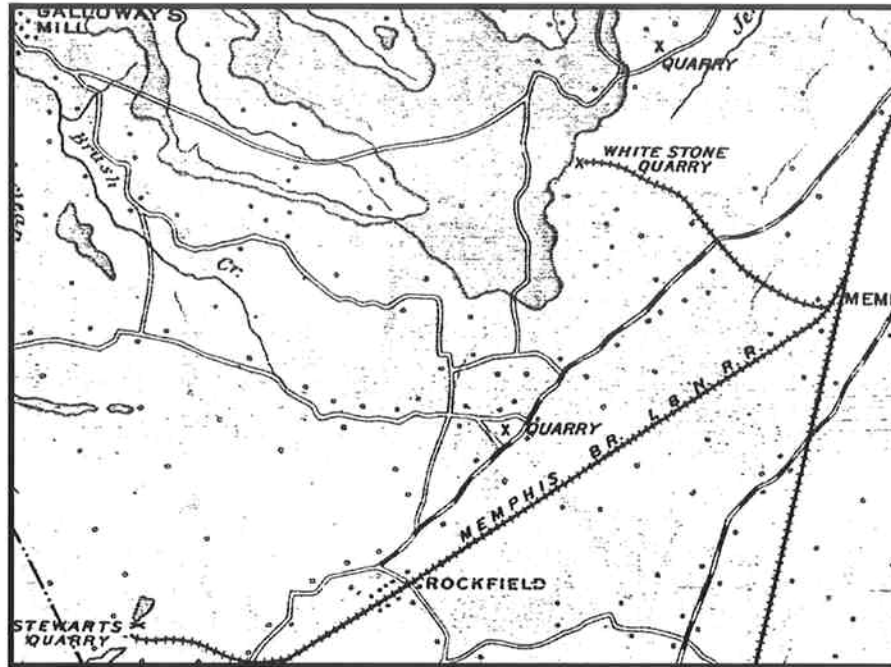


Figure 27. 1891 Map of Warren County, Kentucky (McAdoo and Hoeing).

This new operator joined with the Newsome Crushed Stone and Quarry Company to produce crushed stone in an effort to remove the lesser grades of stone and to reach new stone deposits located near the surface. Financial difficulties arose and the quarry was again taken over by a creditor in 1910 (Smith 1994:54-60).

The Bowling Green White Stone Company of Kentucky was formed to continue operating the quarry. From 1914 to 1920 five stone quarrying companies in Warren County consolidated their holdings, including Bowling Green White Stone Company, and formed the Bowling Green Quarries Company. Approximately 100 laborers worked at White Stone Quarry in the early to mid-1920s (Smith 1994:60-62). According to Richardson, there were 22 quarries in Warren County in 1923. The White Stone Quarry was approximately 800 ft by 500 ft in size. The desired stone averaged 20 ft in depth (Richardson 1923:238, 248). The Keystone Quarry, which appears to be the large quarry on Site 3 located in the APE near White Stone Quarry, was leased in 1923 by the J. L. McGinnis heirs for 99 years. Smith refers to Keystone Quarry as “newly

opened.” White Stone Quarry and Keystone Quarry were sold to the Southern Cut Stone Company in 1924. The White Stone Quarry closed in 1930 because of the lack of demand for building stone during the Great Depression (Smith 1994:67-68). Buildings utilizing stone from Warren County quarries for construction are found throughout the southeast, including: Gordon Wilson Hall on Western Kentucky University campus (Keystone Quarry); the arch and column wall of Ivan Wilson Amphitheater on Western Kentucky University campus (Keystone Quarry); Kentucky Governor’s Mansion (Victoria Limestone Company Quarry); First Baptist Church, Bowling Green (since destroyed in fire) (White Stone Quarry); Speed Museum, Louisville; Seelbach Hotel, Louisville; United States Custom House, Nashville; Pulitzer Fountain, New York, New York; Odd Fellows Temple, Atlanta; Jewish Synagogue, Henderson, Kentucky; Illinois Central Railroad Offices, Jackson, Tennessee; and United States Government Buildings in Jackson, Mississippi, Gulfport, Mississippi, Jacksonville, Florida, and Pensacola, Florida (Richardson 1923:246-247; Smith 1994:71-72).

# INVENTORY OF PREVIOUSLY SURVEYED HISTORIC RESOURCES

The results of the cultural historic survey of previously surveyed sites are presented in Table 1 and mapped on Figure 2. Each of the surveyed historic sites (at least 50 years old) is described below. Each site has been assessed to determine if it appears eligible for the NRHP. Evaluations are found after each description. For those sites listed in or eligible for the NRHP, the proposed boundaries are provided. Survey forms with negatives for each site are included with the report.

## Site 1

**KHC Survey #:** WA-318

**Photographs:** Figures 28-30

**Map:** Figure 2

**Zone:** 16

**Quad:** Rockfield, KY 1973 (Photo Inspected 1979)

**UTMs:** E: 540943, N: 4092354

**Description:** This is the White Stone Quarry Baptist Church located in the community of Blue Level (Figure 28). The middle structure is the historic portion of the church. According to a cornerstone, the church was established in 1876. The church, oriented to the south, is located on the north side of Blue Level Road. The original portion of the church is a one-story, two-bay (d/d), front-gable structure

(Figure 29). The building was clad in brick veneer in approximately 1958. The brick cladding extends to grade. According to a local resident, the rear Sunday School rooms were added at the same time. A gable-roof porch shelters the two single-leaf entries of the façade. The entries appear to have replacement doors. This porch is supported by non-historic aluminum posts resting on a poured concrete deck. White brick laid in the pattern of a cross is located over the ridgeline of the porch near the apex of the façade gable. Four bays are found on the west elevation of the church. These bays appear to have replacement window sashes. A cornerstone indicates the new sanctuary to the west of the original church structure was constructed in 1996. To the east of the original church structure is a side-gable non-historic addition that may contain additional Sunday School classrooms. Both additions are connected to the side elevations of the original church structure.

Figure 30 is a view of the rear elevation of the church. To the right is the rear elevation of the new sanctuary. The rear elevations of the original church structure and the non-historic Sunday School classroom addition to the east are clad in vinyl siding. The siding continues to grade. This is probably the addition constructed in 1958. A small single-leaf entry is located near the apex of the rear elevation of the original portion of the church. The portion of the rear addition directly to the rear of the church has a gable-roof configuration. Below the gable-roof configuration is a single-leaf entry with a replacement door. A poured concrete ramp with a metal railing leads to the entry. The roof is sheathed in asphalt shingles.

**Table 1. Cultural historic sites (50 years or older).**

CRA Site #	KHC Site #	Building Type	NRHP Eligibility	Photo Fig. #
1	WA-318	White Stone Quarry Baptist Church	No	28-30
2	WA-325	Blue Level Missionary Church	No	31-33
3	WA-135	Joseph Price Perkins House	No	34-86
4	WA-132	Gladdish-Asher House	Eligible	87-106
5	WA-131	2-story, 5-bay log house with modifications	No	107-109





Figure 28. Site 1, White Stone Quarry Baptist Church (WA-318).



Figure 29. Site 1, Façade and west elevation of original portion of church.



Figure 30. Site 1, Rear elevation showing addition to original portion of church.

**NRHP Evaluation:** Not Eligible. The National Register Bulletin: How to Apply the National Register Criteria for Evaluation states that under Criterion Consideration A, "A religious property requires justification on architectural, artistic, or historic grounds to avoid any appearance of judgment by government about the validity of any religion or belief" (National Park Service 1997:26). The White Stone Quarry Baptist Church does not embody the distinctive characteristics of a style, method, or period of construction. In addition, the White Stone Quarry Baptist Church has a number of alterations, including the replacement windows, replacement doors, brick cladding, vinyl siding, an addition to the rear, and large non-historic additions to the east and west. The alterations to the structure compromise the historic qualities of design, setting, materials, workmanship, and feeling necessary to convey its significance. Research revealed no associations with significant persons or events in history related to this site. As a result, this site does not appear eligible for inclusion in the NRHP under Criterion A, B, or C.

## Site 2

**KHC Survey #:** WA-325

**Photographs:** Figures 31-33

**Map:** Figure 2

**Zone:** 16

**Quad:** Rockfield, KY 1973 (Photo Inspected 1979)

**UTMs:** E: 541476, N: 4092016

**Description:** This is the Blue Level Missionary Church located on Carpenter Lane on the northeast side of Blue Level Road (Figure 31). The church is southeast of the crossroads community of Blue Level. The church, oriented to the southwest, is a one-story, two-bay, front-gable, frame structure with alterations. The gable-roof vestibule has been enlarged with the apex of the roof projecting from the façade wall plane. A single-leaf entry with a modern door and side-lights is found along the right portion of the façade. Poured concrete steps lead to the poured concrete porch deck with metal railings. To the left of the entry are three, modern,



narrow single-light windows that basically consist of one bay. A window with modern six-over-six double-hung sashes is found on both the southeast and northwest elevations of the vestibule. The front portion of the vestibule rests on a parged foundation. The rear portion of the vestibule rests on a stone foundation as does the remainder of the original portion of the church. Three bays are found on both the southeast and northwest elevations of the church. The windows have four-over-four double-hung sashes. An exterior brick chimney resting on a poured concrete foundation is located on the northwest elevation of the church (Figure 32). Directly to the rear of the church is an addition which may be historic. The northwest elevation of the addition, which is flush with the wall plane of the original church structure, has a single-leaf entry with a replacement door. An addition is also located at the rear east corner, projecting from the southeast wall plane of the original portion of the church (Figure 33). A poured concrete ramp with a stone foundation leads to the single-leaf entry on the southwest elevation of the addition. The windows of the addition have

single-over-single double-hung sashes. The addition rests on a concrete block foundation. The roof of the church is sheathed in asphalt shingles. The church is clad in aluminum siding. The window surrounds are clad in aluminum. The original portion of the church rests on a stone foundation with grapevine mortar joints. Two churches appear on the 1928 oil and gas map (Figure 24) near this location. It is assumed the Blue Level Missionary Church is one of the churches indicated on the 1928 map. The church was previously surveyed in 1997. The address listed for the church on the previous survey form is 2336 Blue Level Road. The previous survey form states the church was constructed in 1907. One rear addition was constructed in 1964 while the front vestibule addition was built in 1977. The church appears much the same currently as in the photographs of the 1997 survey (KHC Survey and National Register files). Although it does not appear to be historic, an open-sided picnic pavilion supported by wood posts resting on a poured concrete floor is located to the southeast of the church.



Figure 31. Site 2, Blue Level Missionary Church (WA-325).



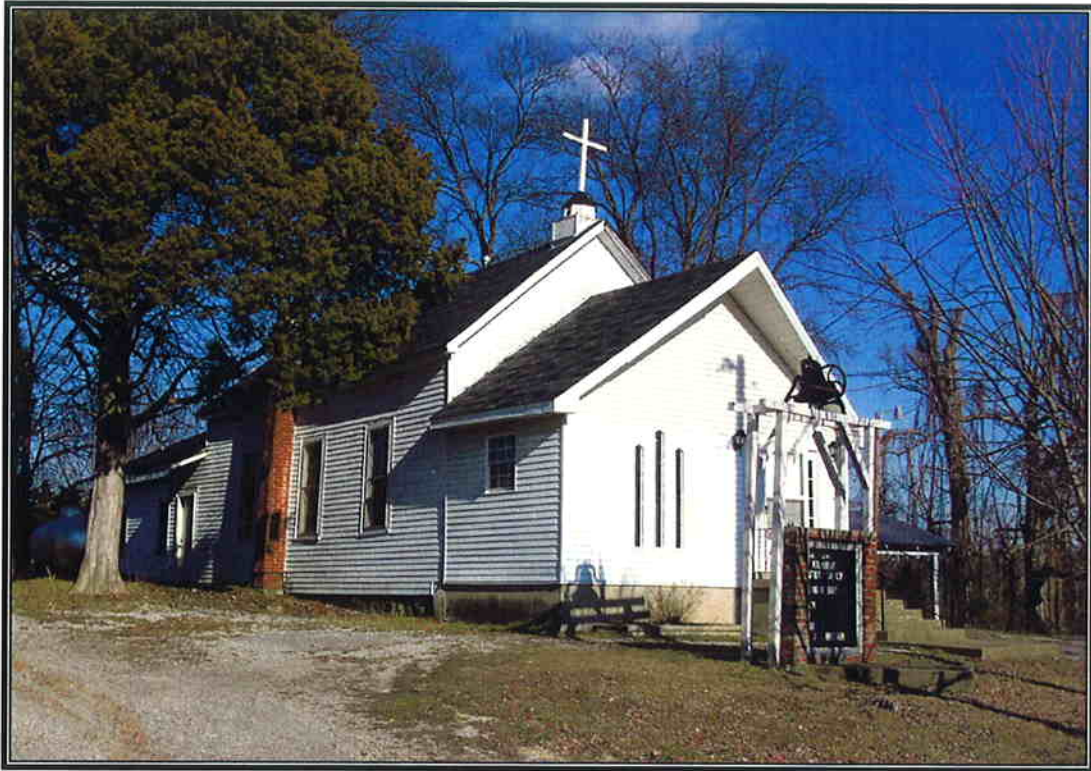


Figure 32. Site 2, Façade and northwest elevations of the church.



Figure 33. Site 2, Southeast elevation of rear addition.

**NRHP Evaluation:** Not Eligible. The National Register Bulletin: How to Apply the National Register Criteria for Evaluation states that under Criterion Consideration A, "A religious property requires justification on architectural, artistic, or historic grounds to avoid any appearance of judgment by government about the validity of any religion or belief" (National Park Service 1997:26). The Blue Level Missionary Church does not appear to be eligible for listing in the NRHP. The Blue Level Missionary Church has a number of alterations, including the replacement doors, aluminum siding, modern windows of the vestibule, the enlargement of the vestibule, and rear addition. The alterations to the structure compromise the historic qualities of design, materials, workmanship, and feeling necessary for the site to convey its significance. Research revealed no associations with significant persons or events in history related to this site. As a result, this site does not appear eligible for inclusion in the NRHP under Criterion A, B, or C.

## Site 3

**KHC Survey #:** WA-135

**Photographs:** Figures 34-86

**Map:** Figure 2

**Zone:** 16

**Quad:** Rockfield, KY 1973 (Photo Inspected 1979)

**UTMs:** E: 541260, N: 4089518

**Description:** This site, currently known as the Keystone Farm, has a number of associated structures and features. Figure 34 is an aerial included to better understand the locations of the structures and features of this site. The structures and features are identified on Figure 34 by alphabetic letters. An approximate boundary of land owned by the current owners is included on the aerial. The property contains approximately 350 acres. The current boundaries of the property were approximated from the report by Sharp (Sharp 2006:n.p.). The main house (Resource A) located on this site is

a two-story, five-bay (w/w/d/w/w), side-gable I-house with alterations (Figure 35).

The house, oriented to the south, is located near the terminus of a long private drive at the end of L. C. Carr Road. The centered, single-leaf entry retains a historic door and four-light sidelights and a five-light transom (Figure 36). The door surround is a vernacular variation of the Greek Revival style, with wood blocks providing the appearance of pilasters. The entry has a stone sill and is flanked by non-functional shutters. The porch is constructed of ashlar stone. The windows of the main block of the house have six-over-six double-hung sashes. A plain frieze is found between the cornice and the top of the upper story windows. This frieze extends slightly to the gable ends. Each gable end of the original block of the house has raking cornices. Exterior ashlar stone chimneys are found at each gable end of the main block of the house. The first floor rooms have fireplaces with cut stone hearths and fireplace surrounds.

The stone for the fireplaces and chimneys may have been quarried on the farm. The interior of the main block of the house has a stairway in the central hall and a secondary staircase in the rooms to the east with a newel post matching that of the main stairs. Hand hewn floor joists were exposed during a recent repair to the first floor of the house (Sharp 2006:n.p.). The house also has corner boards. Additions to the house were constructed in the 1960s (Sharp 2006: n.p.). The east gable end has a gable-roof addition constructed to the rear of the exterior stone chimney (Figure 37). A window on the south elevation has sashes similar to those of the façade. A ribbon of three large windows almost extending to near grade is found on the east gable end of the addition. The windows have six-over-six double hung sashes. A gable-roof wing addition is located along the west gable end of the original block of the house to the rear of the exterior stone chimney (Figure 38). A window on the south elevation is similar to those of the façade. The west elevation of the one-and-one-half-story addition has a single-leaf entry with a multi-light door (Figure 39).



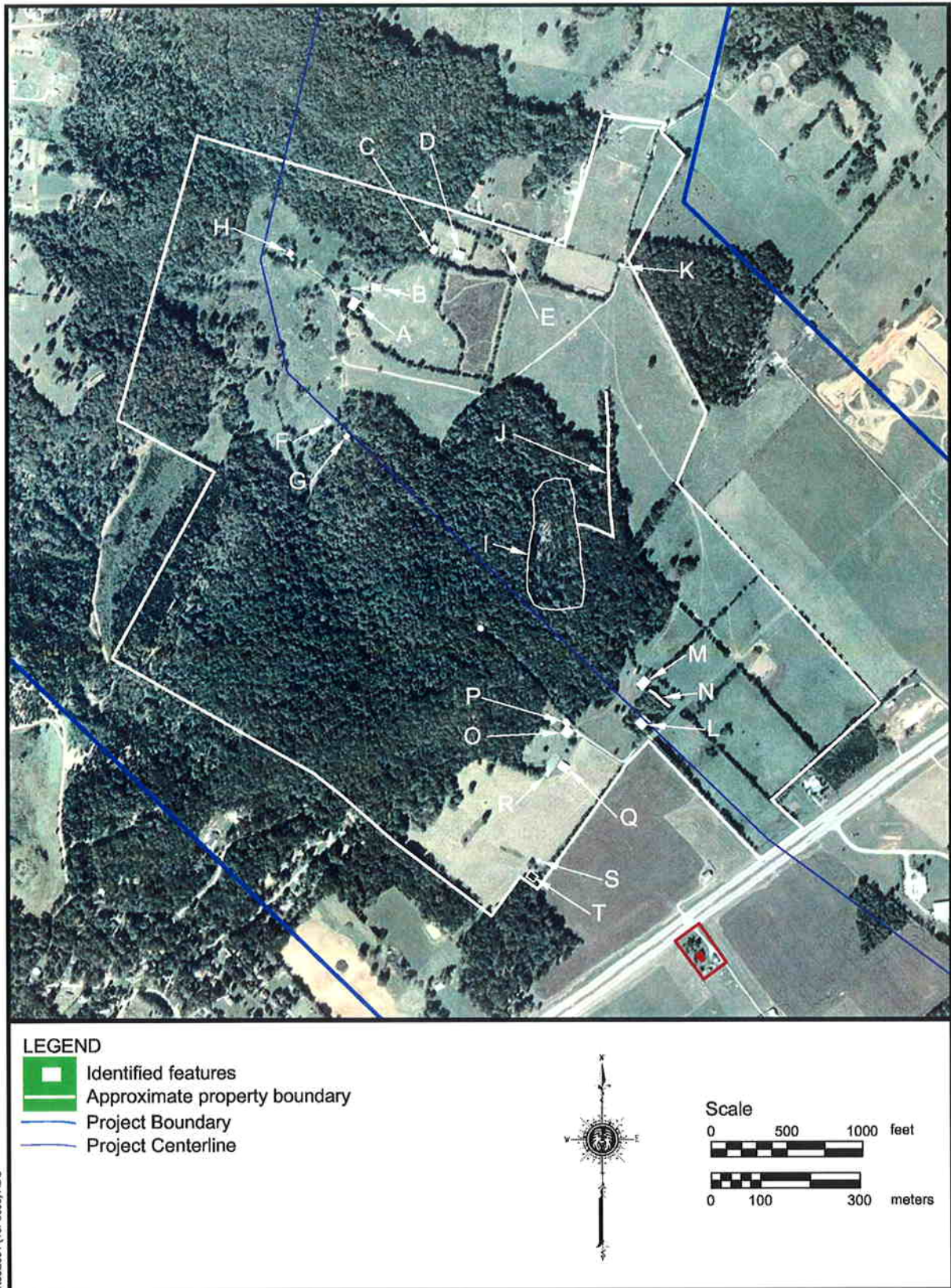






Figure 35. Site 3, Joseph Price Perkins house on Keystone Farm (WA-135).



Figure 36. Site 3, Detail of façade entry.





Figure 37. Site 3, Façade and east elevation showing east wing.



Figure 38. Site 3, Façade and west elevation showing west wing.



Figure 39. Site 3, West elevation of house showing west wing.

The entry is flanked by windows with eight-over-twelve double-hung sashes. A window near the apex of the gable has two-over-two double-hung sashes. The frieze of the two wing additions mimics that of the main block of the house. The façade and gable ends of the wing additions are clad in aluminum siding and rest on a poured concrete foundation. The original block of the house has a two-story flat-roof addition along the rear of the house. This addition extends approximately two-thirds of the width of the house from the east corner of the original block to the west. Figure 40 shows the rear elevation of the west wing and the shed-roof enclosed walkway from the flat-roof addition to the west wing. The rear elevation of the west wing has a window with six-over-six double-hung sashes and is clad in brick veneer. The shed-roof enclosed walkway has a ribbon of windows extending from the floor to the roof with nine-over-nine double-hung sashes. To the left (east) of the shed-roof enclosed walkway is a large, one-story addition with a mansard roof clad in metal.

Finials are located along the mansard roof. The addition includes a vestibule with a single-leaf recessed entry with a transom and a paneled reveal (Figure 41).

Non-functioning shutters are found with most of the windows and entries. A number of the window sashes of the addition have non-historic textured glass. To the immediate west of the vestibule is an exterior brick chimney with some stone detailing (Figure 42). A four-sided portion projects from the rear of the addition to the northeast. Figure 40 also shows the rear elevation of the east wing which is clad in brick veneer. An exterior brick chimney constructed of ashlar stone is located along the rear elevation of the east wing. A brick patio is located to the rear of the east wing and east of the rear addition. The roof of the original block and wings is sheathed in modern metal panels. The original block is clad in weatherboard siding. The original block of the house appears to rest on a stone foundation, although the siding extends close to grade.





Figure 40. Site 3, West portion of rear elevation showing west wing.



Figure 41. Site 3, Rear elevation of main residence looking southeast.



**Figure 42. Site 3, Rear elevation of main residence southwest.**

This house was previously surveyed in 1980. The survey form states the house is of frame construction with a standing seam metal roof. The form also states the side and rear twentieth century additions were in existence at the time (KHC Survey and National Register files). The 1877 atlas depicts the “P. Perkins” residence southwest of what may be a portion of Blue Level Road (Figure 19). The house and a drive to the residence are depicted on the 1928 oil and gas map of Warren County (Figure 24). This house appears on the 1952 topographic map (Figure 25). Although the drive to the large quarry on the property is indicated on the map, the current drive to the house is not shown on the 1952 map.

A number of outbuildings and features are located on the property. To the immediate northeast (rear) of the house is a non-historic, pyramidal-roof gazebo with open sides. The roof is sheathed in slate shingles. The gazebo is supported by decorative metal posts and wood posts.

Northeast of the house is a frame, front-gable barn (Resource B) (Figure 43). A flat-

roof shed with open sides supported by wood posts with a prefabricated metal roof has been added to the west gable end of the barn. The barn is constructed of sawn lumber (Figure 44). Portions of the interior appear to have been recycled, with mortise elements visible in some of the framing members. The roof is sheathed in corrugated metal panels. The barn, which is currently utilized as a livestock barn, is clad in vertical boards. This barn appears on the 1952 topographic map (Figure 25).

A frame barn encasing a log barn is located to the northeast of the previous barn (Resource C) (Figure 45). The larger barn is basically a pole barn although the log barn may provide support for the roof. The barn has an opening along both the northwest and southeast elevations. The roof is sheathed in prefabricated metal panels. The exterior of the barn is clad in vertical boards and it rests on a poured concrete pier foundation. The log barn encased inside the pole barn exhibits both saddle and v-notching construction (Figure 46). Bark is retained on both the upper and undersides of a number of the logs.





Figure 43. Site 3, Small barn (Resource B) looking northeast.



Figure 44. Site 3, Interior framing of barn.





Figure 45. Site 3, Barn incasing log barn (Resource C) looking northwest.



Figure 46. Site 3, Detail of log barn construction.

The ends of the logs are cut smooth as are portions of the sides of the logs. Hand hewn marks are visible in places along the logs (Figure 47). A low pedestrian entry is located along the southwest elevation. A door constructed of vertical boards with Z-bracing is lying in front of the pedestrian entry of the log barn. An opening has been cut in the fifth and sixth logs above the pedestrian entry. Bracing has been added to help support the log barn (Figure 48). The log barn rests on a stone pier foundation. A portion of the log barn is visible from the exterior of the encasing barn as it is pushing against the supporting northeast gable wall of the encasing barn (Figure 49). This barn appears on the 1952 topographic map (Figure 25).

East of the encased log barn is a frame tobacco barn (Resource D) (Figure 50). The gable ends of the barn are oriented to the northwest/southeast. Three double-leaf entries are located at each gable end. The barn has two levels of ten vents along its sides. The barn is constructed of nailed sawn lumber

(Figure 51). The roof is sheathed in prefabricated metal panels. The barn is clad in vertical boards and rests on a poured concrete pier foundation. A continuous poured concrete foundation is found along the sides of the barn. This barn does not appear on the 1952 topographic map (Figure 25), therefore it is doubtful the barn is over 50 years of age. The 1928 oil and gas map of Warren County illustrates the lane leading to the encased log barn and tobacco barn (Figure 24). Three structures are shown along or near the lane. Usually structures indicated on the oil and gas map are residences, but in this case it is unclear if the map is depicting residences or barns.

East of the tobacco barn is a low concrete block outbuilding that may have served as a pump house for a well (Resource E) (Figure 52). The top of the structure is partially covered by prefabricated metal panels. This may have served as a well house for one of the residences indicated on the 1928 oil and gas map, although this is speculative.



Figure 47. Site 3, View of log barn looking southeast.





Figure 48. Site 3, Southeast elevation of log barn showing additional bracing.



Figure 49. Site 3, Northwest and northeast elevations of barn.





Figure 50. Site 3, Northwest and southwest elevations of tobacco barn (Resource D).



Figure 51. Site 3, Framing of tobacco barn.



**Figure 52. Site 3, Concrete block outbuilding (Resource E), possibly a well pump house.**

Both the 1928 oil and gas map (Figure 24) and the 1952 topographic map (Figure 25) illustrates oil wells on the property and in the vicinity. Emily Perkins Sharp stated during the survey of the site that there are two operating oil wells located on the property.

A second concrete block structure that appears to be a pump house for a well is found south of the main house, south of the drive near the woods (Resource F) (Figure 53). The roof is composed of metal placed across the top of the structure.

Southeast of the previous pump house is a mortared rubble stone springhouse constructed along a hill side in the woods (Resource G) (Figure 54). A new frame shed roof has been constructed to raise the roof to better accommodate entry into the springhouse. The new frame roof is clad in metal. Entry into the springhouse is through a wood door. A shallow pool of water is found inside the springhouse (Figure 55).

A one-and-one-half-story, two-bay (d/w) secondary residence with an "L-shape" is

located at the terminus of the driveway to the northwest of the main house (Resource H) (Figure 56). The house is oriented to the southeast. The secondary residence appears to originally have been a one-and-one-half-story side-gable house that has been modified. The single-leaf entry, which has a multi-light door, is located along a shed-roof enclosed porch. The entry opens onto a poured concrete porch deck. A possible window bay is located on the southwest elevation of the enclosed porch, but is currently covered in black plastic. The gable-roof cross-gable addition is located to the right of the entry along the façade. It is unclear whether or not this addition is historic. Paired windows with six-over-six double-hung sashes are found on the façade gable end of the addition. The majority of windows have the same type of sashes. The northeast elevation of the addition, which also has a window, is set back from the northeast elevation of the original portion of the house (Figure 57).